





# TRADE IN THE KOWLOON DISTRICT.

Report of Mr Commissioner Brennan.

The following are the principal paragraphs in Mr K. V. Brennan's Customs Report on the trade of Kowloon in 1900—

LOCAL.

The net value of the trade for the year amounted to HK. \$4,077,500. This was less than in 1899, the record year, by \$1,000,000, but still considerably better than the average of the decade. It is difficult to assign with confidence any reasons for difference in the volume of trade from one year to another, when conditions and causes other than supply and demand are large factors in bringing about the change. Fluctuation between junks and steamers which, though travelling over the same routes, report at different offices is doubtless answerable for much of the seeming variation in our statistics; but in a large degree the falling off in 1900 must be ascribed to the depressed state of the foreign markets for silk and to the consequent small sales for export of this commodity. A natural reaction on the Import trade was the consequence, with unfortunate results to general business. Trends in the north of the Empire also interfered with the junk trade of the province, by limiting, to a large extent, the export of produce, the handling of which on arrival at Kwangtung merchants in ordinary times, when the outbreak of troubles had left for the South. The abortive Wuchow rebellion in this immediate neighbourhood, alarming as it was at first, was happily speedily before it could attain serious proportions; it had but a transient effect, and only on the east coast business, no impression being made by it on the traffic of the river ports to the north and west of Hongkong. Much had been brewing for some time, and rumours of impending trouble over large regions were rife throughout the summer. Alarm was especially felt for the safety of the East River towns and other important markets in the Wai-tai and neighbouring prefectures in the eastern portion of Kwangtung. There appears to have been little general sympathy with the movement, however, and but few villages, at least in this vicinity, were bold enough to throw in their lot with the insurgents; those that did have had reason to regret it. Early in October an attack was made on a small detachment of troops at Sha-wan, a few miles north of Shamshun, and it suffered severely. Vigorous measures were thereupon taken, under the directions of the Acting Viceroy, by the Admiral in command at the Taku. This officer took the direction of affairs in person, and before the end of November all danger had passed, and normal conditions were restored. The rice harvest, both in spring and autumn, were above the average. Sugar grown in the surrounding districts yielded good results; and it is said that silk growers had nothing to complain of as to quantity or quality of crop, although prices obtainable were disappointing. The provincial unrest drove much Chinese money to Hongkong for safe investment in land and local public companies, of which the favorable reports and high quotations testify to the abundance of capital available for employment. Exchange was steady throughout the year, and gave little scope for speculation either in gold or in copper cash.

A further decline has to be chronicled, to the extent of HK. \$3,000, or say, 9 per cent. less than in the previous year. The loss is divided fairly equally under Duty and Likin, both for Imports and Exports—the one heading showing an increase being *Ching-fai*, and that on Kerosene Oil only. This simply indicates that this branch of trade has reverted, in great part, to Native bottoms. During a portion of the year the collection of Likin passed into the hands of a syndicate of the principal commercial guilds; but the scheme for farming out this portion of the provincial revenue, initiated by the Commissioner Kang I, was not well conceived and soon fell through. During its continuance, however, much of the export collection, which was formerly levied at the Kowloon Stations, was made at the place of shipment; this, and the removal of the old Station at Chingchow, will account, in some measure, for a drop of HK. 15,000 in Export Likin collected by this office.

FOREIGN TRADE. (a) Imports.—Under this head we have a total value of HK. \$1,708,638, less by HK. \$1,372,272 than in 1899. The decrease is largely owing to a reduction in value of, and a smaller demand for, Foreign Rice, brought about by the abundance of the home crops. This is, of course, a subject for congratulation, but it is unfortunate that disturbances in other parts of the Empire induced a restriction of general commercial activity; otherwise such favourable harvest conditions should have largely stimulated purchases of Foreign goods. Other items which show a decline are Opium, Cotton Goods (except Indian Yarn), and many articles under Sundries, chief of which may be mentioned Bated-mata, Japan Matches (these being replaced largely by the Native-manufactured article), White Sugar, and Umbrellas. In sympathy with the present depression in the Silk market, the importation of Yellow Silk from Tonkin fell from 537 to 130 piculs. On the other hand, there was a big jump upwards

in Kerosene, about 60 per cent. over the quantity passed in 1899 through the Kowloon Stations. This does not mean that the province has absorbed so much more of the Oil, but merely that the charges incidental to carriage and placing on the market at Canton for conveyance inland, including taxation, were less than they would have amounted to if taken by steamer or vessel of Foreign type. The syndicate which controls the trade in Kerosene has also acquired the farming of the *Tsai* tax leviable on arrival at the place of consumption; this is to say, the syndicate can regulate to a cash the exact cost of conveyance from the ship's side or tank in Hongkong to the actual consumer in China. If, on the other hand, it was conveyed by Foreign bottoms, paying Tariff Import Duty, to Canton and thence to inland markets, paying Transit Dues, it would still have to pay *Tsai* before it reached the consumer's trap. Coal rose from 72,689 to 116,829 tons, to satisfy the demands of the ever-increasing launch traffic radiating from Canton.

(b) Exports.—Shipments to Hongkong aggregated a value of HK. \$1,208,792, or less by 51 millions than in 1899. For this falling off Silk and its products are accountable to the extent of over 31 million piculs. White Raw Silk decreased from 2,309 to 964 piculs, and Refuse Silk from 22,159 to 13,780 piculs. All varieties of manufactured Silk declined in a similar proportion; while the value at Canton fell, in comparison to the previous year's prices, from 15 to 39 per cent. for raw, and 10 to 25 per cent. for manufactured, goods. To the depressed state of the markets in Europe, America, and India, caused doubtless by the South African war, the operations in the Philippines, and the famine in India, rather than to over-production or want of quality in China, is to be ascribed the decrease both in shipments and in value. Other articles of Native produce which show a falling off are Cassia lignea, China-wares, Fans of all sorts, Fire-crackers, Salt Fish, Fruit (both Fresh and Preserved), Mats, Shoes and Boots, Sugar, Tea, and Tobacco. The removal of the old Customs Station at Chingchow accounts for much of this shrinkage, which should of course be made up in the Lappa Returns as having passed Tungsho. To meet the demand in the building trade in Hongkong, a considerable increase in the export of Bricks and Soft-wood Planks is to be noted; but, with this exception, the junk trade in Exports was stationary or retrogressive. So far as Foreign trade proper is concerned, the decrease in the Kowloon figures may be explained by a slackened demand for China produce or by the transference of cargo from junks to steamers; but it is not so clear why the large increase in the Native population of Hongkong did not call for a corresponding growth in the demand for goods for Native consumption, unless it is that the West River trade in steamers makes up some of the deficit and thereby swells the Export figures at Shamshui and Wuchow in a corresponding degree. This restriction is quite as noticeable in Duty-free articles, such as Firewood, Fresh Provisions, etc., as in Duty-paying commodities. The new territory required by the British Colony at some extent; but it is also probable that supplies had their way from the districts to the north of the new frontier across the long stretch of land boundary and by way of Deep Bay without going through the formality of reporting at Customs Stations, thus evading legitimate taxation and statistical record. This shrinkage of revenue, serious as it may be, is unfortunately, but a minor consequence of the surrender by a sovereign State of a portion of its territory and of the control of its territorial waters.

COAST TRADE. *Coastwise* (i.e., produce exchanged between Chinese ports and the Kowloon Stations)—There is nothing calling for special remark in this branch of trade, the value of which aggregated rather over 21 million piculs. As usual, the chief item was Salt, the trade in which is controlled by the provincial Salt Commissioner.

SHIPPING. Our figures for the year under review show a considerable increase. Regular Steam-launch traffic between Hongkong and the different Stations under the control of the Kowloon Customs brings up the total entries under this head to 1,032, while the clearances were 1,223. There is keen competition for the patronage of passengers, and the weather must be very bad when these handy craft fail to make their regular journeys. There was also an improvement in the number of junks entered and cleared; but no satisfactory comparison can be made with the returns of the previous year, owing to the change of location of the Stations in October 1899.

PASSENGER TRAFFIC. This has been well maintained, though it is not possible to institute a comparison with the preceding year's figures. One feature of this traffic deserving attention is the crowding of a dangerously large number of passengers, which occasionally takes place in the launches plying to Shaichung and the east coast; it is to be feared that, unless checked, this may some day be the cause of a serious accident and loss of life.

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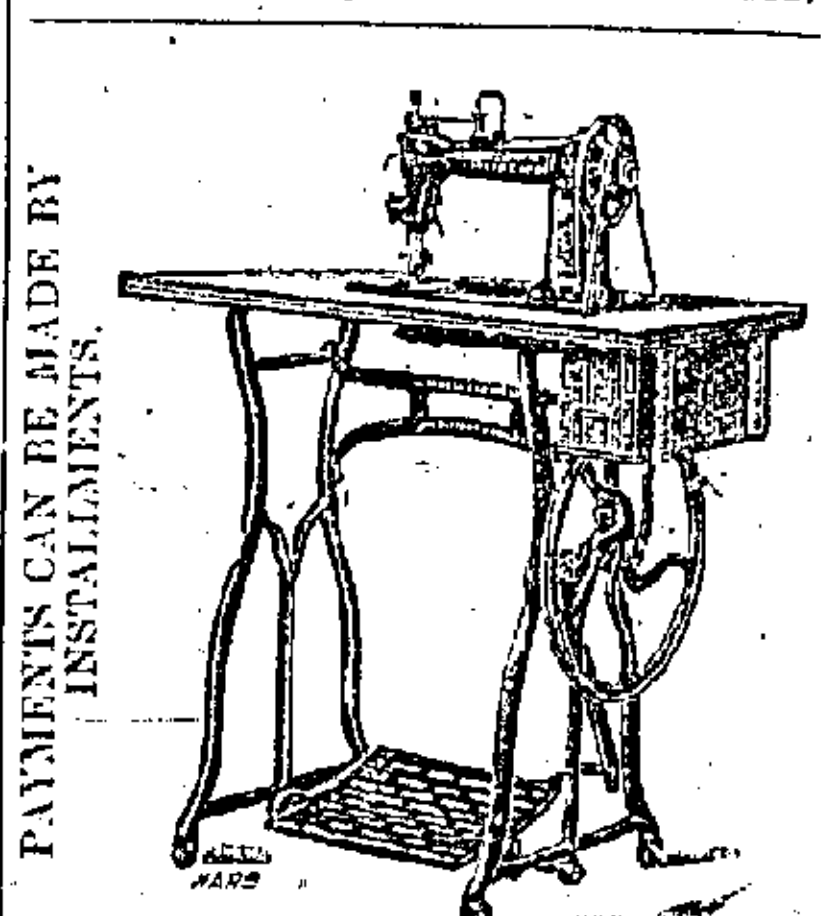
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previous year. To some extent the trade was checked in October by the disturbances on the east coast, and the demand for the districts served from Shanghai ceased altogether for a time. Part of the decrease must also be attributed to the facilities given to dealers for obtaining their drug in the new French Settlement at Kwangchowwan, though this district is not so much affected thereby as are those of Lappa and Kiungchow. Taken as a whole, the year's working was satisfactory to both importers and Chinese dealers. The sales for the year in Hongkong were: Benares and Patna, opening at \$922½ and \$906, rose in February and March to \$1,000 and \$1,045 respectively, but gradually declined, in sympathy with the Indian prices, to \$845 for each kind at the end of the year. Malwa opened at \$900 for new and \$950 for old, and closed at \$810 and \$830 respectively. The arrivals in Hongkong during the year aggregated 43,201 chests, of which 32,920 chests were imported in China, including Malwa and Kwangchowwan, and there were re-exported to other countries 5,801½ chests.

**MISCELLANEOUS.**  
Bubonic plague, which has apparently become an annual visitant at Hongkong, was little heard of in the surrounding country villages. An epidemic which killed off a large number of Pigs at Shatohing and at Saman prevailed in the summer months. The typhoid of the 9th-10th November caused considerable damage to junks and no little loss of life on the shores of Mira and Bias Bays. A few cases of piracy on junks occurred on the coast, and several instances of steam-launches being stolen by their passengers, who considerably returned them to their crews after they had done with them, were reported. The great demand for building materials in Hongkong stimulated brick-making in the neighbourhood, one large kiln having been set up at Shauchun; the quality of the output is not of the best, but probably good enough for ordinary use in the Native parts of the city. In October a branch of the land telegraph line between Hongkong and Canton was established at the district city of Nantao.

E. V. BRENNAN,  
Acting Commissioner of Customs.  
Kowloon, 20th March, 1901.

YEAST: Do the yolins come and pick the crumbs from your lawn? Crimonsbeak! They used to, but they don't any more. How do you account for that? My wife makes her own bread.

## SNAKES AND OTHER REPTILES.

When talking about snakes the other evening with a man who was once bitten by an Indian python, and lives to tell the tale, writes 'Hanger' in an Exchange, he gave me a tip for snake-killing. There is nothing so deadly as carbolic acid to all the members of the serpent family, and he always kept a bottle of this stuff, with a glass syringe to squirt it from, when located in a snake hole. A tablespoonful of such acid, sprayed over the upper part of a big snake's body, never failed to kill him in a few minutes. Carbolic appeared to have the same effect upon these reptiles as a dose of salt does on a garden slug. *Aspidos* of snakes, all these reptiles are born hungry, and they begin to feed before they are many hours old. The common show worms are very fond of garden slugs and wogges; whilst English snakes all eat frogs, newts and tadpoles. In the absence of these, our snakes depend upon mice for food, and an adder can catch a mouse more quickly than any cat. All the big tropical snakes begin rat-catching almost as soon as they are born, and they get no credit from man for the services thus rendered to the community. Baby crocodiles betake themselves to the river immediately they are hatched, and start chasing small fish on the shallows with all the dash and vigour of a feeding pike.

**A YOUNG LADY'S LIFE SAVED**  
AT PANAMA, COLOMBIA, BY CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.  
DR. CHAS. H. UTTER, a prominent physician of Panama, Colombia, in a recent letter writes: 'Last March I had as a patient a young lady sixteen years of age, who had a very bad attack of colic. Everything I prescribed for her proved inefficient and she was growing worse every hour. Her parents were sure she would die. She had become so weak that she could not turn over in bed. What to do at this critical moment was a study for me, but I thought of Chamberlain's Colic, Cholera and Diarrhoea Remedy and as a last resort prescribed it. The most wonderful result was effected. Within eight hours she was feeling much better; inside of three days she was upon her feet, and at the end of one week was entirely well. For sale by all Dealers, Warren's Ltd., General Agents.'

**APIOL & STEEL PILLS**  
A Remedy for all Irregularities.  
Supplied Bitter Apple, Purgative, etc., etc.  
A. S. WATSON & CO., LTD., HONGKONG.  
Proprietors.  
MARTIN, 10, SOUTHAMPTON, ENGLAND.

**A Game of Bridge.**  
The 'Weekly Topics' writes in the *Singapore Free Press*: Really, Admiral, you must not play practical jokes upon the confiding public of the Far East. You whisk your embers suddenly at night out of Hongkong, without a whisper of warning. Naturally everybody is anxious to know whether, why, and wherefore. And, not knowing, people betake themselves to their imagination, and all sorts of rumours breed vigorously in an excited atmosphere. It is only now that the public are discovering that the Admiral was merely having a little game of Bridge for his own amusement.

**Buddhism in America.**  
A chain of evidence bearing on 'The Buddhist Discovery of America' is constructed by Dr. Fryer, in *Hesperia's Magazine*, of links composed of Buddhist place-names in Mexico, images, temples, and other surviving tokens of Asiatic influence, in combination with a Chinese document which relates how a Buddhist priest in the Fifth Century A.D. went by way of the Aleutian Islands and Alaska to a vast country which he called Fussa, where he found features which Dr. Fryer is able to identify with those of Mexico. A Japanese Buddhist Mission is now working in San Francisco, and the writer says that its leader 'may be able to find traces of his predecessors when he goes to preach among the Mexican Indian tribes, as he intends ere long to do.'

**ETHEL:** 'That detestable Mrs. Brown said that I looked thirty.' 'Maud: 'How perfectly absurd! Ethel (elated): 'Frankly, now, how old do you really think I look?' 'Maud: 'About forty.'

**TIME:** 100 years hence. Scene: Liverpool.—Aged British Inhabitant (pointing to liner steaming out of harbor): 'That boat, sir, is one of the most remarkable vessels in this country.' 'Stranger: 'Indeed! How is that?' 'British Inhabitant: 'It's the only British steamship that doesn't belong to an American syndicate.'

He was thoroughly happy when he entered the front door with a package in his hand and exclaimed: 'I've got something here for the woman I love better than all the world.' 'John, she said, sadly, 'I don't object to extravagance ordinarily, but I do object to you buying expensive presents for the cook.' But then, you see, she judged him by his appetite, not his heart.

## WASHING BOOKS.

(In English and Chinese.)  
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, 21 each.  
China Mail Office.

## To Let.

**TO LET.**  
NOS. 1 to 8, 'WILD BELL,' WAS-  
CHAM ROAD.  
Apply to  
SANG KEE,  
198, Praya Central.  
Hongkong, August 1, 1901. 1602

**TO LET.**  
NOS. 1, STEWART TERRACE, THE  
PEAK.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, July 16, 1901. 1478

**TO LET.**  
(FROM 1ST AUGUST NEXT.)  
NOS. 3, ORMSBY TERRACE,  
KOWLOON.  
Apply to  
PUN HUNG,  
85, Queen's Road Central.  
Hongkong, July 17, 1901. 1490

**TO LET.**  
GODOWN, NO. 1, DUNDRELL STREET.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, July 4, 1901. 1399

**TO LET.**  
A HOUSE IN RIFON TERRACE,  
BLUE BUILDINGS, No. 3, 2nd  
Floor.  
'THE RETREAT,' MOUNT KELLY.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, August 1, 1901. 1321

**TO LET.**  
2 EUROPEAN HOUSES Nos. 18 and  
20, LEIGHTON HILL ROAD.  
Apply to  
RO. GRONG AND KOWLOON LAND  
AND LOAN CO., LTD.,  
No. 8, Queen's Road West.  
Hongkong, August 6, 1901. 1640

**TO LET.**  
LARGE BEDROOM, with BOARD, in  
PRIVATE HOUSE; Suitable for Two  
Gentlemen.  
Apply 'M. W.,  
c/o 'China Mail' Office.  
Hongkong, August 10, 1901. 1734

**TO LET FURNISHED**  
For 2 or 3 Months from 1st August.  
27, BELLIOS TERRACE, Top Ter-  
race, Fine View of Harbour, back  
entrance from Conduit Road.  
Apply to—  
C. F. WARREN,  
No. 34, Wyndham Street.  
Hongkong, August 19, 1901. 1736

## For Sale.

**FOR SALE.**  
JOHN GRAHAM'S Choice 'FIVE  
CROWN' PORT. Well-known to  
connoisseurs in the East.  
G. C. ANDERSON,  
20, Des Vaux Road.  
Hongkong, June 14, 1901. 1251

**FOR SALE.**  
RACING YACHT *EROL*, designed by  
Mr. A. DENTON. Chantrel  
built in us Season '98-99 and winner of  
many prizes. Price complete with Sails  
now last year \$300. Can be seen on  
application to Sec. R.E.Y.C., R.E. Miss.  
Hongkong, August 8, 1901. 1644

## Auctions.

BY ORDER OF THE MORTGAGEES.

**PUBLIC AUCTION.**  
MR. GEORGE P. LAMBERT will  
sell by PUBLIC AUCTION, at his  
Office, Duddell Street, on

**FRIDAY,**  
the 23rd August, 1901, at 3 o'clock p.m.,—  
THE VALUABLE LEASEHOLD  
PROPERTY,  
Situated at  
SHAUKIWAN, IN THE ISLAND OF HONG-  
KONG, CONSISTING OF  
SHAUKIWAN Lots Nos. 18, 19, 20, 21, 22,  
23, 123 and 385, which are held as to Lots  
Nos. 18, 19, 20, 21, 22, 23, and 123 for the  
residue of several terms of 999 years and  
as to Lot No. 385 of the residue of a term  
of 75 years.

Particulars and conditions of sale may be  
obtained from  
Messrs. DEACON & HASTINGS,  
10, Queen's Road Central,  
Vendor's Solicitors.  
OR  
MR. GEO. P. LAMBERT,  
The Auctioneer.  
Hongkong, August 8, 1900. 1650

**SECOND EDITION.**  
HISTORY OF THE CHURCHES OF  
INDIA, BURMA, SIAM, THE MALAY  
PENINSULA, CAMBODIA, ANAM, THIBET,  
COREA AND JAPAN.

Entrusted to the SOCIETY of the  
'MISSIONS ETIENNES.'  
(Translated by EDWARD HARRIS PARKER  
and Reprinted from 'THE CHINA REVIEW'.)  
PRICE ONE DOLLAR.  
ON SALE AT KELLY & WALSH, LTD.

## ASK FOR DROZ & CO.'s LEVER WATCHES and CHRONOGRAPHS.

Best Value, compatible with Good Workmanship.

TRADE MARKS:  
**BERNA, MAXIM.**  
20 Watches and Clocks repaired by Competent EUROPEAN EXPERTS.  
**DROZ & CO.,**  
No. 10, Queen's Road Central.

## JAPAN COALS. THE MITSUI BUSSAN KAISHA (Or MITSUI & CO.)

HEAD OFFICE:—43, Sakaguchi-cho, Tokyo.  
LONDON OFFICE:—34, LIME STREET, E.C.  
HONGKONG OFFICE:—6, ICE HOUSE STREET.  
BRANCH OFFICES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,  
Shanghai, Hankow, Chifu, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo,  
Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoski, Moji, Waka-  
matsu, Karatsu, Nagasaki, Kuchinotsu, Suway, Miike, Hakodate, Taipeh, etc.  
Telegraphic Address for all the Office: 'MITSUI.'  
A.B.C. and A 1 Codes used.  
CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railway;  
Principal Railway Companies and Industrial Works; Home and Foreign Mail and  
Freight Steamers.  
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines.  
SOLE AGENTS for Fukuma, Hokoku, Ichimura, Kanada, Kishima, Mannoura, Onoura,  
Otsuji, Tohmyama, Tsubakura, Yoshinotani, Yoshio, Yunkihara, and other Coal  
Mines.  
N. INUZUKA, Manager.  
Hongkong, August 1, 1901. 1113

UNTOUCHED BY HAND.  
**MELLIN'S FOOD**  
For INFANTS and INVALIDS.  
When prepared is similar to Breast Milk.  
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.



# ADVERTISE

# ADVERTISE

# ADVERTISE

'The Life of Trade.'

A one-time order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for Advertising is

China Mail.

Read by all Clauses in the Colony, and undoubtedly the POPULAR & LEADING PAPER.

Established over 100 Years.

# PRINTING

# PRINTING

# PRINTING

Artistic Printing

Done with Neatness and Despatch At Moderate Prices.

Programmes.

Company Reports.

Business Circulars.

Bills of Lading, etc.

Under European Supervision

China Mail Office

5 WYNDHAM STREET.

HONGKONG.



DEWAR'S FAMOUS PERTH WHISKIES

Are Supplied to HIS MAJESTY KING EDWARD VII. under ROYAL WARRANT.

SOLE AGENTS:

H. PRICE & CO., 12, Queen's Road.

MEMOS. FOR TO-MORROW. Meeting.

Joint Meeting of Shareholders of the Hongkong Hotel Co., Ltd., at the Company's Hotel.

General Memoranda.

THURSDAY, AUGUST 22.—Goods per *Siam* not cleared after this date subject to rent.

Goods per *Paraguay* not cleared at 4 p.m. subject to rent.

Goods per *Canal* undelivered after this date subject to rent.

FRIDAY, AUGUST 23.—Goods per *Nicola* not cleared at 4 p.m. subject to rent.

Goods per *Shanghai* undelivered after this date subject to rent.

MONDAY, AUGUST 26.—Goods per *Siam* not cleared before Noon, subject to rent.

Advertisements.

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements.

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 3 p.m.

BAIN & REID, CHINA MAIL OFFICE, DEC. 1900.



A.S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

WATSON'S

Celebrated

E BLEND.

VERY OLD LIQUEUR

SCOTCH

WHISKY.

Pronounced by Connoisseurs to be the

BEST BRAND in the FAR EAST.

Per Dozen ... \$15.00.

A. S. WATSON & Co., Limited,

THE HONGKONG DISPENSARY.

MARRIAGE.  
At Christ Church, Yokohama, on 13th August, 1901, by the Right Rev. Bishop Wright, Rev. Walter J. Southam, B.D., of Hongkong, to Miss Sarah E. Goldstone, of Toronto, Canada.

The publication of this issue commenced at 6.00 p.m.

The China Mail.

HONGKONG, TUESDAY, AUGUST 20, 1901.

LOCAL AND GENERAL.

Notes by the Way.

The French cruiser *D'Entrecasteaux* arrived at Saigon on the 9th inst.

The temperature at Shanghai, in the shade, on the 16th inst., was 99 degrees Fahr.

The Shell Line Company have now four large tank steamers in course of construction.

Li Hung-chang declares that nothing is known of the reported massacre of Belgian missionaries. But if they are alive, where are they?

Residents in England have £110,000,000 invested in mortgages in foreign countries. These investments annually drain the foreign countries of about £5,500,000 in gold cash.

The *Peking and Tientsin Times* of the 17th inst. expresses great satisfaction at Sir Ernest Satow's having met Li Hung-chang's 'unguarded impertinence' with the reoccupation of the Summer Palace.

The Registration Fees received from the New Territory last year amounted to \$1,852, and Deeds relating to 431 Lots situated in 45 different villages were duly registered by Memorials under the Ordinance.

A Glasgow citizen, who desires to be anonymous, has placed at Major Boss' disposal a sum sufficient to defray the expense of one year's trial of exterminating mosquitoes in a certain region in Africa, with a view of showing in how far they are responsible for the prevalence of malaria.

From the 1st January to the 31st of December last, 6,140 licences, clearances, permits, etc., had been issued to junkies at Cheung Chau, 3,676 at Tai O, and 4,704 at Tai Po. The figures for the previous year at Cheung Chau were 2,616 and at Tai O 1,533, so there has been a satisfactory increase at both these stations.

English Teaching in New Territory.

In the Report for 1900 on the progress of the New Territory by Hon. J. H. Stewart Lockhart, C. M. G., Colonial Secretary, it appears that little has so far been done in the way of Education in the New Territory. It has, however, been decided to build a school for teaching English at Un-long, and during the cold season the attendance officer of the Inspector of Schools visited the whole of the Territory. An inquiry has been made regarding the schools at present in existence, and steps will be taken to bring them so far as possible under the Education Department.

Crime in the New Territory.

In 1900 the total number of cases had increased from 155 in the previous year to 586, involving 802 accused persons. Of these, no fewer than 283 cases, involving 393 accused persons, were tried in the New Territory, while 303 cases comprising 400 accused persons were tried in Victoria. The increase is due partly to the more complete development of the police organisation, and partly to the greater readiness with which the inhabitants seek the protection of the police by laying complaints before them. By far the largest item in the list of offences is that of unlawful possession of opium, with which altogether 222 persons were charged.

Afforestation Work in New Territory.

The Report for 1900 on the New Territory states that tree-planting was commenced around the Police Stations, at Ping Shan, Au Tau, Tai Po, and on both sides of the road from Sham Shing to Sha Tin. 81,154 trees have been planted. The quantity of land under sugar cultivation in the New Territory is estimated at over 7,000 acres. At the suggestion of Mr. Tatcher, it is intended to establish Experimental Gardens on some of the agricultural land in the New Territory. Mr. Tatcher is of opinion that there are many kinds of fruit which could be grown, and that the experiment, if successful, would improve the varieties already in the market and also supply new kinds. Great difficulty has been experienced in the attempt to prevent tree-cutting, but before effective measures can be taken to stop the practice, the Land Court will have to decide the validity of the various leases under which it is alleged that the Chinese Government granted the owners power to cut down trees growing on their property. If such rights are established, it may be necessary for the Government to purchase them in cases where the trees are of importance to the health of the New Territory.

LOCAL AND GENERAL.

The Plague.  
There was only one case of plague reported in the Colony during the past twenty-four hours and one death (Chinese).

A Victim to Sunstroke.

Sergeant Copeland, of the Siego Train, was buried at Happy Valley yesterday morning with military honours. He contracted sunstroke a fortnight ago, and had to be left behind when his company sailed for India.

New Book on China.

We have received from Messrs Kelly and Walsh, Limited, for review, a copy of 'China and the Allies' by A. H. Savage Lander, published by Mr. W. Heinemann. A notice of the book, which is admirably got up, will appear later.

Handy Ready Reckoner.

Mr F. M. da Luz, of the Hongkong and Shanghai Bank, Hongkong, has compiled and published a handy ready reckoner consisting of tables for the conversion of U.S. gold dollars into silver dollars and vice versa, and also tables for the conversion of eightths from 45 to 50¢ and 60 to 74¢. It is clearly and conveniently arranged, and should be found a serviceable desk companion by all engaged in business who wish to economise time.

Collision in the Harbour.

Chan Shap, master of the steam launch, *Yat Sun*, was charged, to-day, at the Harbour Master's Office, with failing to observe the rules of the road in Victoria Harbour, on the 11th inst. It appears that Police Constable Foden was in charge of No. 1 Police launch on the date in question when, through the carelessness of defendant, a collision took place, resulting in damage to the Police launch. Mr E. J. Gist, who appeared for defendant, contended that the Police launch could have avoided collision but did not. Defendant was fined \$25, with the alternative of imprisonment for one month. He has been a convict for twenty years.

Tragedy on the 'Loksang.'

The *N. C. Daily News* of the 17th inst. says:—A sad fatality occurred on board the L.C.S. *Loksang* last week, when the steamer was at Mororan taking on a cargo of coal for Shanghai. A shot was heard, the sound of which indicated that it had been fired in the second-engineer's cabin. On entering the cabin, the body of the second-engineer was seen huddled up on the floor, with a revolver, still smoking, in the hand. Although the shot had entered the forehead and gone right through the head the man was still living when the cabin was entered, but was unable to speak and expired in less than a minute. From the position of the body, it was thought that it was either a case of suicide, or that the revolver had gone off accidentally.

Conversions to Liquid Fuel.

Since the new Texan era was initiated, and more especially since the Beaumont field became a calculable proposition, the converts to liquid fuel have been legion. The State Insane Asylum, at Austin, are arranging for the change, expecting to bring their previous annual fuel expense of \$55,000 down to half that; eight sugar refineries in St. Mary's Parish, Louisiana, are using \$150,000 worth of coal annually, are being fitted at a cost of \$35,000 for oil consumption, the cost of the new fuel being estimated at \$50,000 per annum only. The Oklahoma Millers' Association have appointed a Committee to contract for Beaumont fuel, and arrange for its shipment to all the flour mills of that territory. The Association controls 33 mills, with an aggregate daily output of 7000 barrels of flour.

Death of Prince Henri of Orleans.

Le Courrier de Saigon reports that Prince Philippe Henri of Orleans died in the hospital at Saigon at three o'clock on the 9th inst. Death was due to intestinal hemorrhage following upon dysentery. At half-past one in the morning, the prince showed signs of sinking. He was perfectly sensible, and was able to speak in a whisper, and just before his death embraced his friend and companion de voyage M. Luigi. Telegrams were despatched at once to the Duc de Chartres, father of the deceased, to several of his friends, and to the French Government, the latter to obtain ministerial permission to transport the body to France, and replies having been received it is expected that the body will be sent to France by the mail on 30th inst. The deceased was the eldest son of the Duc de Chartres and cousin-german of Philippe of Orleans. He was born in England in 1887, and his two sisters were married one to Prince Waldemar of Denmark and the other to M. Patrick de MacMahon, son of the late Marshal MacMahon. His brother is the Duc de Guise. The death of Prince Henri places not only several of the ancient families of France but also several of the reigning houses of Europe in mourning. Prince Henri had a pronounced personality, and his loss to the Orleansists is considered irreparable. For his travels in Western China and Tibet—graciously described in a very interesting book of travels—he received from the French Government the Cross of Chevalier of the Legion of Honour. Prince Henri was well known to some of Hongkong's leading residents, having visited the Colony in 1892.

LOCAL AND GENERAL.

Survey of the New Territory.

In the Report for 1901 on the New Territory, just published, the following with reference to survey work appears:—Mr Tate and his assistant, Mr Newland, with their staff of trained Indian Surveyors and coolies, have been continuing the survey of the New Territory throughout the year. An area of 4,000 square miles has been triangulated, and of the points laid down, those which are situated within the New Territory are being marked. An area of 300 square miles has been surveyed on the scale of one inch to a mile for the topographical map, while an area of 4,500 acres has been surveyed partly on the scale of 16 inches and partly on the scale of 32 inches to a mile. A special survey of the Chinese town of Kowloon, together with its walked or fortified portion, has also been made on the scale of 64 inches to a mile. Progress has not been rapid, partly owing to unfavourable weather, and it is evident that the work will cost more than was anticipated by this Government on the report of the Surveyor-General of India. As, however, the triangulation and the topographical survey are almost complete, it has been decided that Mr Tate should return to India and that Mr Newland should be retained with such staff as may be considered necessary for the completion of the cadastral survey.

The Rainfall.

It is fortunate for the Colony that the rainfall of the past fortnight has been plentiful, for the reservoirs were in need of replenishing. The rainfall is officially recorded at Tytam as being 20.75 inches since the 1st inst. (inclusive) and at Pokfulam 11.93 inches. There is now in the Tytam Reservoir 249,000,000 gallons as compared with 145,200,000 on the 1st inst. and 385,520,000 at that date last year; and at Pokfulam Reservoir 76,900,000 gallons, as compared with 34,000,000 on 1st inst. and 68,200,000 at that date in 1900. This shows, as will be seen at a glance, that the rainfall has been very productive, and the effect of the past fortnight's rain in the Tytam area should be such as to bring that reservoir up to normal by the end of the month. At the Botanic Gardens, the record for the month of August up to 10 a.m. on the 19th inst. is 14.74 inches, and the total for the year 39.40 inches. These figures, when compared with the records at Tytam and Pokfulam, show how different are the atmospheric conditions of the different parts of the Colony. The daily record at the Botanic Gardens is as follows:—

1st August	.....	40 inches.
2nd	.....	40 "
3rd	.....	40 "
4th	.....	35 "
5th	.....	37.1 "
6th	.....	32 "
7th	.....	60 "
8th	.....	40 "
9th	.....	40 "
10th	.....	45 "
11th	.....	68 "
12th	.....	82 "
13th	.....	1.48 "
14th	.....	1.19 "
15th	.....	1.05 "
16th	.....	1.27 "
17th	.....	1.26 "
18th	.....	1.77 "
19th	.....	1.47 "

GREAT EASTERN AND CALDONIAN GOLD MINING CO., LIMITED.

A confidential meeting of the Great Eastern and Caledonian Gold Mining Company, Limited, was held to-day, for the purpose of confirming the following resolution passed at an extraordinary meeting held on 29th July last, viz.:—'That in lieu of making a call, the preference shareholders to divide the available assets among them.' Mr R. C. Wilcox was called upon to preside, and the other gentlemen present were Messrs M. Benneke (Liquidity), F. George, E. Rodondo, K. Eduli, C. George, F. Silva and J. C. Rodondo, C. E. Osmund. The Chairman said Mr Benneke has been able to obtain signatures of holders of by far the larger number of the shares, and he has what he considers a sufficient majority. He will speak for himself. Mr Benneke said: I could not find many of the Chinese shareholders. Their addresses were not to be found, so I could not get their signature to the agreement. The Chairman—How many have signed? Mr Benneke—The owners of 27,000 shares have signed the proposal. Mr George—How many shares are there altogether? Mr Benneke—There are 49,241; that gives us a majority of about 50%. The Chairman—I beg to propose that the resolution be confirmed. Mr Eduli seconded. Carried unanimously. The Liquidator will give notice presently of the meeting, at which he will present a statement of accounts and will ask you to divide or dispose of the balance, and also of the books and other properties of the Company. He will then resign, and ask you to make some provision for anything else that may transpire in connection with any balance that may remain, because he has already concluded an engagement to go to Saigon. Due notice of that meeting will be given. Thank you, gentlemen, for your attendance.

A WORLD WIDE REPUTATION.

CHAMBERLAIN'S COLIC, Cholera and Diarrhoea Remedy has a world wide reputation for its cures. It never fails and is pleasant and safe to take. For sale by all Dealers. WATSON'S LTD., General Agents.

MILLIE: I don't mind marrying you, Clarence, but I hate the idea of giving up my £2 a week situation at the shop.

CLARENCE: Then don't give it up, dearest. I'll give up mine. I'm getting only 30s.

TELEGRAMS.

THE NAVAL AND MILITARY WORKS BILLS.

London, 17th August, 1901.  
The Naval and Military Works Bills have been read a third time.

PARLIAMENT PROROGUED.

Parliament has been prorogued.

KRITZINGER'S RETREAT FROM CAPE COLONY.

General Goring has driven Commandant Kritzinger and his followers, the latter numbering only one hundred men, many of them on foot, across the Orange River.

CONFLAGRATION IN LONDON.

The premises of the Mizuawatee Tea Company at Tower Hill have been gutted by fire.

GERMANY AND JAPAN.

Cordial telegrams have been exchanged between the German Emperor and the Mikado in reference to the reception of Count von Waldersee in Japan.

BRITISH FLAG INSULTED AT MALTA.

Several Soldiers Killed.

Paris, August 12.  
Serious demonstrations have taken place in Malta against the new taxes. The British flag was torn to pieces and some soldiers killed.

THE TRADE OF CANTON.

In his Canton trade report, for the year 1900, Mr Commissioner Paul H. King writes:—Although affairs in China during the year under review may not have been in the halcyon condition in which people nourish their living and bury their dead without any feeling against any, there is, nevertheless, gratifyingly little in the Canton figures to suggest the political unrest of the South or the absolute chaos of the North during the latter half of the year. It is true that the value of the Export trade has fallen off very considerably, but, as shown later on, from causes referable more especially to the condition of Foreign markets rather than to the state of affairs in China; although, of course, the cessation of steamer traffic after June with Tientsin—Canton's best customer for all articles of local produce—could not but contribute materially to the general shrinkage. The fear that the departure from the Canton Viceregalty of His Excellency Li Ching-fang in July, in obedience to his country's call, might have been the signal for the forces of disorder, masquerading in the name of reform, to rally round the standards of robbery and murder was, luckily, not realised. The so-called 'Wai-chow rebellion,' which owed, no doubt, not a little of its vigour to its well-advertised pretensions, yielded speedily to the somewhat drastic treatment of Admiral Ho and the other military and naval commanders who were promptly despatched to the scene by order of the Acting Governor General. Another element which might have proved disturbing to trade was the outbreak of anti-Christian feeling in Shantung, the centre of the Silk-producing district. The contagion spread. Converts by the hundred were driven from their homes, and much property was destroyed, all of which since had to be replaced, with interest, if report speaks true, by the inhabitants of the localities who indulged in the, as it proved, double-edged joys of *Christianity*. The presence of quite a small international fleet off Shanghai and the ubiquitous activity of their river gun-boats did much to facilitate the settlement of these troubles, by strengthening the hand of the Chinese authorities in dealing with the *thief*, or local ruffians, who, here as elsewhere, are apt to find a little lawlessness pleasant if not promptly checked. Bubonic plague, which reappeared at Hongkong, has, happily, during the past year at Canton never assumed the character of an epidemic. In May and June sporadic cases were sufficiently numerous to cause some apprehension, but from some cause or other completely beyond our purview the disease gradually died away, and for the last six months of the year was not heard of in and around Canton. As a set-off against these troubles, the trade of Hsin has been abundant. Several Foreign houses have been built on Shanghai, where sites are now very scarce. Altogether, given political quiet, the indications are distinctly in favour of good trade prospects at Canton in the opening year of the twentieth century.

Fale Women.

Paleness is a true indication of blood poverty. It indicates that the health is not perfect. Health cannot be perfect with the blood pale and watery. Comeliness is dependent on health. The plump form, the rosy cheek, the lustrous eye, buoyant and graceful movement are possessed only by the healthy.

Stearns' Wine of Cod Liver Oil makes the blood rich, red and abundant. It beautifies the complexion and rejuvenates the whole system. To show nothing but its efficacy, all chemists will refund the money paid for it if it does not prove of benefit.

Misses Southport, Lancashire: 'Please send me a bottle of Stearns' Wine of Cod Liver Oil. Miss S. was recommended to take this by her brother, Dr. S., and has found great benefit from it.' At all Chemists, and Wholesale from A. S. Watson & Co., Ltd., Hongkong.

THE COCHRANE STREET CATASTROPHE.

MIRACULOUS ESCAPE FROM DEATH.

Five Days Entombed.

The miraculous rescue yesterday, of a man from the bottom of the ruins of the collapsed and burned buildings in Cochrane Street, after five full days and nights without either bread or water, caused a great sensation in the Colony. The news was first intimated in last night's issue of the *China Mail*, but was greeted with incredulity on every hand. Unfortunately our issue was printed off too early to permit of any statement further than that a man had been discovered alive and that every effort was being made to extricate him. Great difficulties were met with by the rescuers, and, at the time of going to press yesterday, it was a question whether the fellow, who had been able to make his presence known, would survive the ordeal, but this to-day, and about seven o'clock in the evening, he was able with a little assistance to emerge from his living tomb, and walk, almost unaided, to a chair, in which he was taken to the Central Police Station and afterwards to the Government Civil Hospital, followed by a dense and admiring crowd of Chinese.

The story is a long one, but it is interesting and therefore it is given below in detail. On Saturday afternoon, Chief Detective Inspector Hanson and the European members of the detective staff, responded to a call from Captain May to have the street cleared of the debris which was blocking it and interfering with the work of getting out the bodies of the victims. A gang of fifty coolies were engaged to work independently of those working under the direction of the Public Works Department, and two timber trucks having been commandeered all the beams, pieces of flooring and verandahs, etc., which prevented the free play of the pick and shovel were removed. This material was all cutted away and dumped at the Praya Reclamation in front of the Central Market. Inspector Reidie of the Sanitary Board then offered the use of four dust carts, and these were promptly set in operation and facilitated progress to a very considerable extent. These were kept going all afternoon and evening, and the rubbish was dumped on top of that which had been removed by the timber trucks. By midnight, the street had been practically cleared. The further collapse about nine o'clock on Sunday morning caused a stoppage of operations for a time. On Sunday evening, Mr. Wolf and Mr. Broadbent, who were supervising the work of excavating the fallen material from the interior of the houses, made application for a further supply of coolies, and these having been procured by the detective staff, work proceeded briskly till mid-night, when they had all but reached the place where the young man was heard yesterday morning.

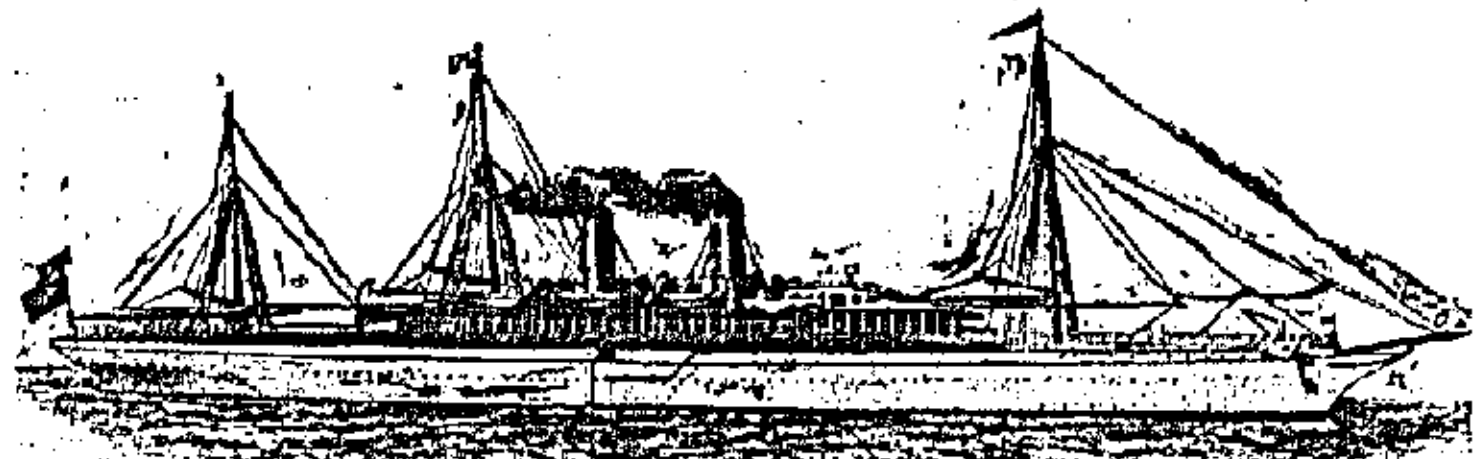
Yesterday afternoon, a party working under Sergeant Gerrard were astonished beyond measure when they heard cries emanating from beneath them. They redoubled their efforts, and meantime, information having been sent them, Captain May, Dr. Bell, Chief Detective Inspector Hanson and others arrived. As stated, yesterday, the news spread like wildfire, and it became necessary, in order to get on with the work, to clear the street of all but those concerned in it. The flooring at this point had broken in two, one half supporting the other at an angle, and the whole being covered with a thick mass of bricks and mortar. A small hole was discovered, the imprisoned man having pushed up a brick, and through this aperture Sergeant Gerrard gave him a glass of spirits, which was eagerly accepted. The opening was soon closed up again by material falling from the top as the man exerted himself. The efforts to keep the hole open were always frustrated by loose material rolling down. Every now and then the imprisoned man could be heard exhorting the men to hurry up and get him out and not to let so much dust fall in upon him. Chief Inspector Hanson kept up a conversation with him, working hard at the same time scooping away the mortar and bricks with his hands. About 5.30 the imprisoned man shouted out 'Oh, I see day-light.' This indicated that he was behind the flooring and well down. Inspector Hanson then tapped a beam and the voice came back, 'I am behind the beam that you are knocking.' He explained that he was encased between the flooring, two beams and the party wall. Captain May then directed a large force of Indians to work at the material with their hands only, and to pass it along as they gathered it. It was no use taking the stuff from the bottom as other material took its place from the top, and there was the danger of smothering the man whose rescue everyone was so anxious to accomplish. Captain May's plan was therefore the best one in the circumstances, though it required patience. The entombed man complained of too much dust coming down upon him, and he was told to put up with a little as everyone was doing his best to extricate him. Captain May then sent for water, and a quantity of this was sprinkled on top to allay the dust. The opening was at last secured, and Mr. Hanson looked







## Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.  
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
SAFETY - SPEED - PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.  
Sailing 3 to 7 Days across the Pacific.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)  
EMPEROR OF INDIA...Comdr. G. P. Marshall, R.N.R. WEDNESDAY, 29th Aug. 1901  
ATHENIAN...Comdr. H. M. Watt, R.N.R. WEDNESDAY, 4th Sept. 1901  
EMPEROR OF JAPAN...Comdr. H. P. Watt, R.N.R. WEDNESDAY, 25th Sept. 1901  
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 23rd Oct. 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for some recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are famed and operated by the Company, and their appointments and cuisine are unequalled.

## Special Extra Service.

The Company's Extra Steamships "ATHENIAN" and "TARTAR" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, at additional sailings.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, and also Steamer. The "TARTAR" takes First Class and Steamer Passengers only. The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

Hongkong, August 13, 1901.

D. E. BROWN, General Agent,  
PRINCE STREET, 1112

## IMPERIAL GERMAN MAIL LINE

NORDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PINANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN HAMBURG.  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS. ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTH AMERICA TO TAKE PASSENGERS AND CARGO. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Steamers	Sailing Dates
KONIG ALBERT	THURSDAY, 22nd August
PRINZEN IRENE	THURSDAY, 5th September
PRINZEN HEINRICH	THURSDAY, 19th September
PRINZEN	WEDNESDAY, 26th October
HAMBURG (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 16th October
SACHSEN	WEDNESDAY, 26th October
KLAUSCHER (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 13th November
BAELEN	WEDNESDAY, 27th November
SPITZBURG	WEDNESDAY, 11th December
KONIG ALBERT	WEDNESDAY, 25th December
PRINZEN IRENE	WEDNESDAY, 2nd Jan. 1902
PRINZEN HEINRICH	WEDNESDAY, 22nd January
PRINZEN	WEDNESDAY, 5th February
HAMBURG (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 19th February
SACHSEN	WEDNESDAY, 5th March

ON THURSDAY, the 22nd day of August, 1901, at Noon, the Steamship KONIG ALBERT, of the NORDEUTSCHER LLOYD, Captain C. Polack, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on TUESDAY, the 20th August, Cargo and Specie will be received on board until 5 p.m. on WEDNESDAY, the 21st August, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 21st August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardsess. Lines can be washed on board.

For further Particulars, apply to

1947 Melchers & Co., Agents.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NAGASAKI, KOBE AND MOJI	KASHING	21st August
MANILA, ILOILO AND CEBU	SANSHANG	21st August
POCHON, SINGAPORE & SHANGHAI	WONGSANG	22nd August
SHANGHAI	CHANGSHANG	30th August
KOBE AND MOJI	KASS	31st August
MANILA	TATIAN	10th September
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	TATIAN	10th September

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

Hongkong, August 20, 1901.

## BUTTERFIELD &amp; SWIRE, AGENTS.

## HAMBURG-AMERIKA LINIE.

## NORDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINIDAD, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
FOR HAVRE AND HAMBURG, CALLING AT SINGAPORE AND PENANG.	S.S. Alexandria, Capt. Boerden	27th August, Freight.
FOR HAVRE AND HAMBURG, CALLING AT SINGAPORE AND COLOMBO.	S.S. Sibiria, Capt. Forzeilich	10th September, Freight and Passengers.
FOR HAVRE AND HAMBURG, CALLING AT SINGAPORE AND PENANG.	S.S. Andania, Capt. Ehlers	21st September, Freight.
FOR HAVRE AND HAMBURG, CALLING AT SINGAPORE AND COLOMBO.	S.S. Arabia, Capt. ...	5th October, Freight.
FOR NEW YORK, VIA SUEZ CANAL, (End of August or Beginning of September)	S.S. Aragon, Capt. Forst	September, Freight.

For further particulars, apply to

## HAMBURG-AMERIKA LINIE,

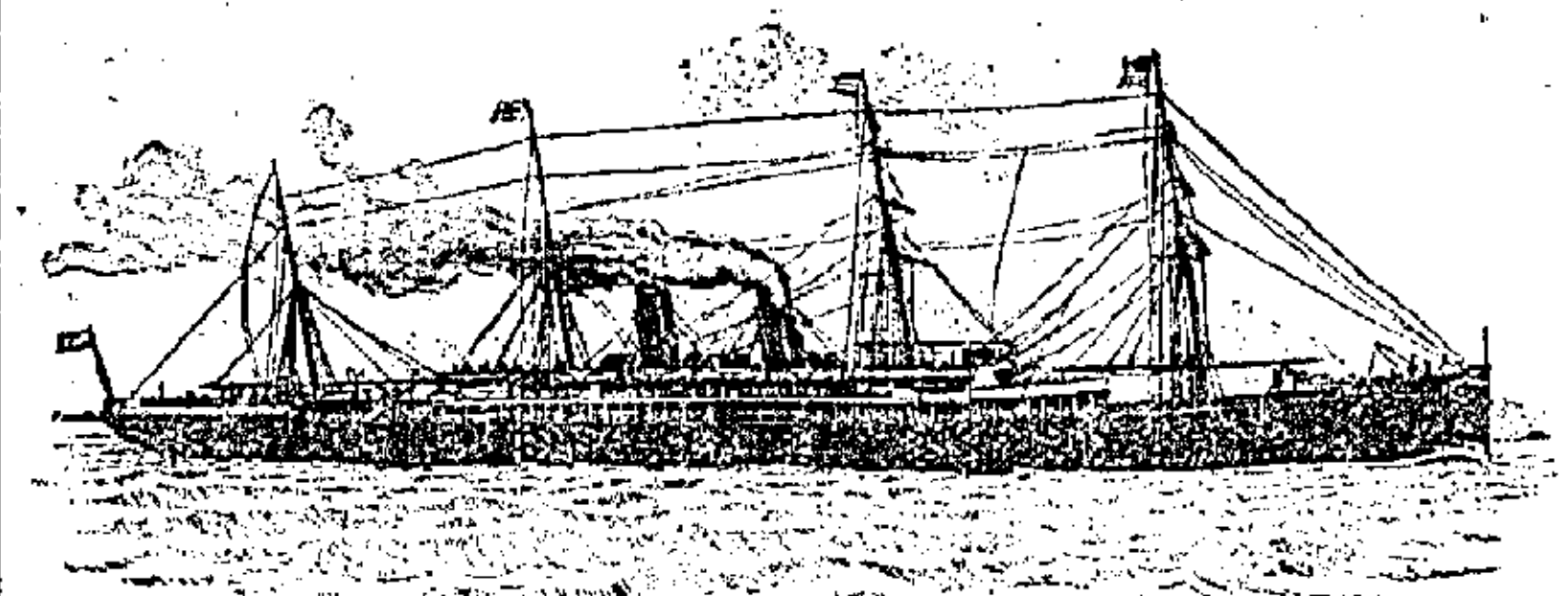
HONGKONG OFFICE,  
Queen's Buildings, No. 1.

## Shipping.

## U. S. MAIL LINES.

PACIFIC MAIL STEAMSHIP COMPANY AND  
OCCIDENTAL & ORIENTAL STEAMSHIP CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.



## PROPOSED SAILINGS FROM HONGKONG.

PERU ... SATURDAY, 31st Aug., at Noon.  
CITY OF PEKING ... TUESDAY, 10th Sept., at Noon.  
GALIC ... TUESDAY, 24th Sept., at Noon.  
WEDNESDAY, 2nd Oct., at Noon.

THE Pacific Mail Company's Steamship PERU will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 31st August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the Principal Cities of the United States & Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Over and Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines. Special Rates (First Class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

To UNITED STATES AND CANADIAN PORTS, Special rates (First Class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to Passengers who do not hold Return Tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama, and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full value of same is required.

Consular Invoices to accompany each shipment of cargo or parcel (valued at \$100 Gold or over) destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building, Hongkong, August 16, 1901.

## NORTHERN PACIFIC STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

Northern Pacific Railway Co.

Steamer	Tons	Captain	Proposed Sailing
Albatross	3501	W. Watt	August 27
Lord of the Isles	3821	J. S. Cox	September 10
Albatross	2837	J. T. Greenbridge	October 1

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

## HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table. Doctor and Stewardsess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

## HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. DISCOUNT CAR is attached to trans-continental train day and night. TACOMA TO NEW YORK in 41 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

## HONGKONG TO VICTORIA, TACOMA, £35.

The best route to the Klamath Gold Fields. Frequent sailings from Victoria, TACOMA TO DYER and St. MICHAEL.

Rates of Passage to other Points on application. Special rates allowed to members of Government Service. For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, General Agents.

Hongkong, August 10, 1901.

## OCEAN STEAMSHIP COMPANY

FROM	OUTWARDS.	TO SAIL
GLASGOW AND LIVERPOOL	THURSDAY	26th August
GLASGOW AND LIVERPOOL	FRIDAY	31st September
GLASGOW AND LIVERPOOL	FRIDAY	18th September
GLASGOW AND LIVERPOOL	FRIDAY	19th September

For further information as to Passage and Freight, apply to

Butterfield & Swire, Agents, O. S. S. Co.

## NIPPON YUSEN KAISHA.

## (THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Destinations	Sailing Dates
KAWACHI MARU, J. S. Thompson	MAISELLES, LONDON AND ANTWERP, Via SUEZ, CANAL, COLOMBO & PORT SAID.	FRIDAY, 23rd Aug., at Daylight.
KASUGA MARU, H. Fraser	SYDNEY & MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 23rd Aug., at 4 p.m.
ROSETTA MARU, N. Tate	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 23rd Aug., at Noon.
HA-KATA MARU, F. L. Sommer	KOBE and YOKOHAMA.	FRIDAY, 30th Aug., at Daylight.
KAGA MARU, J. W. Eschbrand	VICTORIA, B.C., and SEATTLE, U.S.A., Via SHANGHAI, MOJI, KOBE and YOKOHAMA.	MONDAY, 2nd Sept., at 4 p.m.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. Mihara, Manager.

Hongkong, August 19, 1901.

## Shipping.

PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES

named—	STEAMSHIP	CAPTAIN	DATE.
FOR SHANGHAI, Nankin, ...	...	C. J. BENSON, R.N.R.	About 21st Aug.
YAMA, Via SHAT	...	B. H. W. Snow	About 26th Aug.
FOR SHANGHAI, ...	...	C. L. DANIEL	About 30th Aug.
LONDON, &c., ...	...	G. M. MOSTFORD, R.N.R.	Noon, 31st Aug.
MAISELLES & LONDON, ...	...	E. P. MARLEY, R.N.R.	About 7th Sept.

\* See Special Advertisement. † Passing through the Inland Sea.

For Freight or Passage, and further Particulars, apply to

F. & O. S. N. Co.'s Office, H. A. RITCHIE, Superintendent.

Hongkong, August 16, 1901.

## NIPPON YUSEN KAISHA.

## FOR MANILA.

THE Company's Screw Steamship KASUGA MARU, 3,573 Tons Gross, Capt. H. Fraser, will be despatched for the above Port on FRIDAY, the 23rd Instant, at 4 p.m.

This New Mail Steamer is specially constructed for service in the Tropics, and is provided with superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardsess carried.

For Freight or Passage, apply to

A. S. MIHARA, Manager.

Hongkong, August 15, 1901.

## TOYO KISEN KAISHA.

## TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN &amp; HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, August 24, at Daylight.

Amoria Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, Sept. 17, at Noon.

Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, Oct. 12, at Noon.

THE Twin-Screw S.S. NIPPON MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 24th August, at Daylight, 1901, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States & Canada.

Rates may be obtained on application. Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 4 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, August 20, 1901.

## TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE OF STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

For further particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK; To the Agents of the Company at Japan, China, Philippines and Straits Settlements; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & CO., Agents.

Hongkong, July 26, 1901.

## FOR NEW YORK.

THE 33 A. I. L. American Ship, MANUEL LLAGUNA will load during September and October, sailing about 25th October.

For Freight, apply to

SHEWAN, TOMES & Co.

Hongkong, July 8, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

## PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, Etc.

Steamship ... About 15th Sept.

THE Steamship Strategist will be despatched for SAN DIEGO, AND SAN FRANCISCO, Via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about 15th September.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, July 16, 1901.

## Shipping.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING, VIA SWATOW AND AMOY.

THE Company's Steamship MAIZURU MARU, Captain K. Suzuki, will be despatched for the above Ports on FRIDAY MORNING, the 23rd Inst.

For Freight and Passage, apply to

MITSU BUSSAN KAISHA, Agents.

Hongkong, August 20, 1901.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship CHUNSHANG, Captain Muir, will be despatched as above on THURSDAY, the 22nd Inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, August 15, 1901.

## IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship PRINZ HEINRICH, of the NORDEUTSCHER LLOYD, Captain R. Heintze, due here with the outward German Mail about the 22nd Instant, will leave for the above places about 24 hours after arrival.







